

20 APR 1979

MEMORANDUM FOR: Plans and Programs Staff, OL

FROM: 

Deputy Chief, Logistics Services Division, OL

SUBJECT: Energy Conservation

1. The following information concerning possible energy conservation measures is provided in response to your verbal request of 19 April 1979.

Motor Pool Branch

Shuttle Bus schedules on routes 1 and 2 could be reduced 25% during the period between rush hours, beginning at 0900 and ending at 1640 hours. Attached is a current shuttle bus schedule for your convenience. The breakdown is as follows:

## a. Present schedule after morning rush hour:

<u>ROUTE</u>	<u>No. Trips per day</u>		<u>Miles Round Trip</u>		<u>Total Miles round trip</u>	<u>Fuel Consumption @ 7 miles per-gal</u>
1	12	X	18	=	216	31 gals
2	<u>12</u>	X	20	=	<u>240</u>	<u>34 gals</u>
TOTALS:	24				456	65 gals

## b. Results of 25% reduction in schedule:

<u>ROUTE</u>	<u>No. Trips</u>		<u>Total Miles Round Trip</u>	<u>Fuel Consumption @ 7 miles per gal</u>
1	9		162	23 gals
2	<u>9</u>		<u>180</u>	<u>26 gals</u>
TOTALS:	18		342	49 gals

## c. Fuel saved:

Fuel consumption - present schedule	=	65 gals
Fuel consumption - new schedule	=	<u>-49 gals</u>

Fuel saved per day:	16 gals
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A 50% reduction could be made on the same routes which would double the saving - 32 gals per day. However, departure intervals would extend from forty minutes to eighty minutes. Route 5 would not change. Routes 3 and 4 would not change because they are already on a sixty minute intervals.

Mail and Courier Branch

STAT A recent study was made of the Mail and Courier Branch in which options were considered if we had to live with a T/O strength of  instead of the personnel complement of  STAT The energy savings described below are keyed to those options and other fuel saving possibilities:

Net Savings

	<u>Miles</u>	<u>Gals</u>
OPTION A-2	23,845	1,363
OPTION A-4	21,586	2,319
CAFRITZ RUN	12,168	1,739
COUNTRY RUN	<u>12,048</u>	<u>1,076</u>
NET SAVINGS:	69,647	6,497

OR 15% of our present fuel consumption

2. It is only fair to caution the reader that to implement to the letter the options described under "Mail and Courier Branch" to conserve fuel without a complete understanding of the study would seriously impair courier service to the Intelligence Community.



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